

Cllr Felicity Cunliffe-Lister Parish Report

Ripley : March 26

Ripon City Investment Plan

I attended a review of the draft headline proposals on this today, from the perspective of how the Ripon hinterland's interests need to be considered. I suggested the following :

- That there is a shortage of skills training in the area, and the new development at Clothierholme would be a suitable site
- That the wider area (including Fountains Abbey), as a place to visit, should be better represented within the county

Highways

I have set out below my notes following the site meeting at Birthwaite Lane junction, and the replies from Highways in green. They have since confirmed that the layby "isn't proposed to be used as storage for chippings this year, but it's likely at some point in the new financial year to be used as plant storage for a resurfacing scheme on the A61. I've advised that if this happens, we need to ensure the visibility splay is not impeded by the contractors plant."

In addition it has been confirmed that :

- a "No Parking" sign will be erected to try to discourage parking near the junction (although this isn't enforceable)
 - That a horse sign will be added to both junction warning signs and the one to the South will be moved closer to the roundabout.
 - They have decided not to install verge marker posts at the junction due to them being a "maintenance liability". I was hoping this would help keep parked vehicles away from the junction. It is agreed that the most effective long-term solution would be to realign the kerblane as part of a wider future scheme
1. The layby is, you are pretty sure but you will check, Highways land. Parking on it is not an offence. **The land is highway, therefore people parking here are not doing so illegally**
 2. Double yellow lines could be painted on the road (which would prohibit parking on the layby) but there would be low levels of compliance and issues with enforcement. The safety concerns relate to the parking close to the junction, not the parking per se. **Correct, therefore the installation of DYs will not be pursued**
 3. You will look into what signage can be installed within the layby to deter parking, and what it can say if the site forms part of the highway (rather than being NYC land). In other locations there has been reference to a by-law that you will check. **We will explore advisory signage to install here advising no parking and will aim it towards the junction to improve issues with the visibility splay**
 4. You don't think the new road side signs that have been installed have been put in the right locations, they are too close to the junction. You will review and move them. If this is a bridleway, and you will check, you will add horse rider

signs to the posts. Charlotte will amend the signage to the correct locations and we will review if any additional warning signs can be provided for slow moving horses and riders

5. There is a chance that the layby will be used by contractors again for chippings as before. This would help prevent parking in the short term, particularly if the piles could be placed as close to the junction as is safe. You will confirm this. Still waiting for confirmation but I will confirm next week if this is proposed to be used for this years surface dressing programme
6. If the splay at the junction was widened this would increase visibility, this is the long term solution. It could be done when works are being carried out to the either road. You will note this on the file for when works are scheduled but this is not imminent. You will also submit this as a special scheme for annual review, to be considered for budget allocation. We will be preparing an option for a long term solution but it's a low funding priority for a standalone scheme due to there not being an accident history here. But the next time we carry out a major scheme we can look to incorporate this into those works.
7. The junction is not in good repair. Vehicles are cutting across the corner, there is large pot hole on the layby side. We will discuss with the maintenance team in the short term for any repairs that meet our intervention criteria in line with HSM
8. You will consider installing verge posts. There is a risk that these will be driven over. These will be set back from the kerb and could be a good short term solution, effectively increasing the visibility splay to a limited degree. Noted that the levels vary and that this would have to be addressed. Charlotte will explore and feedback if this is a viable solution to the issue.
9. Parking in Ripley will be, at some point in the future, generally reviewed and you will note that this layby needs to form part of this (along with the road parallel with the car park – which has been reviewed by your engineer and you will report back on this separately). This is following the adoption of the new policy in the summer. Harrogate and Knaresborough are first up for review, and it is likely that it will be other towns that will be reviewed before Ripley. I will lobby for an exception to be made for Ripley due it being an exceptional case. Details of how this review will take place are still being developed, but I'll speak to Parking Services to get some updates on timescales. As I mentioned, our priority is likely to deal with the large urban centres first which is where the most acute parking issues occur in the county, but I can find out what the plans may be for the rest of the county.

Ripon LCWAIP cycle route (Ripon to Fountains)

The report is overdue, but a request has been submitted to the Public Rights of Way team to modify the Definitive Map so things are moving in the right direction. It has been suggested that funding for the route might be possible via a s278 agreement with the developer of the Clothholme development, which I will take forward.

The Transport & Connectivity Working Group will be reviewing the other LCWAIP routes if further funding is available.

Local Food & Drink Producers

For businesses that are based in North Yorkshire, NYC are holding an event on Tuesday 24th March at 7.00pm at the Harrogate Convention Centre. This is to present their proposals for a simplified procurement process which should make it much easier for SME's to supply their produce to NYC. Please email procurement@northyorks.gov.uk if you would like to attend.

Mayor's Active Travel Fund

This £1M fund has just been launched. It is aimed at community groups who wants to improve active travel in their area. This could be an improved walking route, more dropped kerbs to improve accessibility, school streets, cycle storage etc.

Would the PC like to explore this? The deadline for submissions is 10th April. No match funding required if the project is under £30K, 10% required if above.

Nidderdale Greenway

I met with the Rhiannon Letman-Wade, the Mayoral Active Travel Commissioner, with Cllr Murday, to discuss the proposed extension to the Greenway. She is due to be convening a meeting with the various stakeholders to discuss further. I have stressed to her the importance of the car park to the Greenway.

Connectivity

I have met with Quickline who are delivering the Gigabit phase of fibre to the door broadband. I was hoping for a schedule showing the timescale for delivery of projects in the Ripon area, but I am still waiting for this.

I have also heard from Baroness Lloyd, via Julian Smith MP, advising that no further improvements to mobile coverage are currently planned. There are several Home Office masts being installed, but these are all in the Skipton/Settle area. I have asked Julian Smith to urge Baroness Lloyd to reconsider this position and to review where more Home Office masts could be installed, such as at Ox Close.

NYC Budget

The 26/27 Budget was approved at Full Council last month. Even after savings and a 4.99 per cent council tax increase, the decision was taken to use £17 million in reserves to balance the budget. The council tax rise equates to an increase of £96.78 per year for an average Band D property to a total bill of £2,036.32.

Clotherholme Social Value workshop

I attended a workshop last week with Homes England. This is to establish what commitments can be given by the contractors at the site to benefit local organisations and communities. It is proposed that skills training will be provided on site and I asked that transport be subsidised for those travelling from outside of the area.

Community Led Housing

I am still involved in the early stages of setting up a CLH Trust with a view to purchasing redundant sites and buildings to convert into housing.

It has come to light that there is not adequate policy provision for CLH in the old Harrogate local plan, not what is proposed in the new national guidelines. I am on the Development Plan committee and will be raising this.

Learn, Earn, Apply, Progress (LEAP)

NYC (on behalf of the Combined Authority) is funding placements of three months to residents who are over 18 and economically inactive. The cost of wages and national insurance is covered by a grant. This provides work experience for those who want to get back into the workplace. For more information please visit <https://nyresourcing.co.uk/leap-programme/>

Mobile Slaughter Units

I will be visiting one of these in the Cotswolds in March. This is an abattoir that is either mobile or fixed modular one. These are currently in use in areas where there is no local abattoir, the aim being to improve animal welfare, reduce food miles, and increase yields. I am looking into how these could be viable in this part of the world, and will be asking Grow Yorkshire (from the Mayoral team) to support this.

Public Toilets

As you may be aware there was a proposal to charge for toilets across the county, but the decision at Executive was deferred pending further discussions with officers and Councillors. I have not yet been able to establish with Streetscene what the ownership arrangements are for the Ripley WCs, I will continue to chase. Does the PC want to get involved with the management of the toilets, with a view to taking the revenue from charges (if approved)?

Home to School Transport

I sat on the committee recently to review current issues with the measurement of the journeys. It has come to light that the co-ordinates given to families (only when they appeal) are not those used to measure the routes. For some a few metres can be of significance, where two schools are on the same road (such as in Ripon or Richmond). I proposed that the correct co-ordinates be given to families on request (not just at appeal) but this was rejected.

Ousewem Catchment Modelling

I am still waiting for this report, which is overdue. It will establish the benefit of natural flood measures such as leaky dams and planting trees, in terms of the extent to which they each reduce downstream flooding (and helping prevent sewage treatment plants overflowing). Once published we will be able to assess the value of these measures, with a view to supporting a funding scheme for them.

The project ensures that households have access to competitive deals through a hassle-free process. Suppliers compete for the opportunity to offer households the lowest energy tariff, and there is no need to compare different tariffs as everyone registered receives a personal offer.

Since 2012, the Big Community Switch has seen more than 2.1 million people register their interest in switching energy contracts.

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